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basic imagery interpretation report

Moskva Experimental Engine Plant 165 (S)

STRATEGIC WEAPONS INDUSTRIAL FACILITIES

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USSR

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INSTALLATION OR ACTIVITY NAME		COUNTRY
Moskva Experimental Engine Plant 165		UR
UTM COORDINATES	GEOGRAPHIC COORDINATES	
NA	55-49-35N 037-39-35E	

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MAP REFERENCE

DMAAC. USATC, Series 200, Sheet 0167-5, scale 1:200,000

		NEGATION DATE (If required)
		NA

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ABSTRACT

1. (TSR) This report updates NPIC report on Moskva Experimental Engine Plant 165 in the USSR and satisfies the basic reporting requirement for this target. It describes the moderate amount of construction completed at the plant This report also discusses the aircraft engines developed by the A.M. Lyulka Design Bureau (OKB), the initial research and development of which is probably conducted at this plant.

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2. (S) Included in this report are a location map, one annotated photograph, a table illustrating the breakdown of plant floorspace by function, and a table of mensural data.

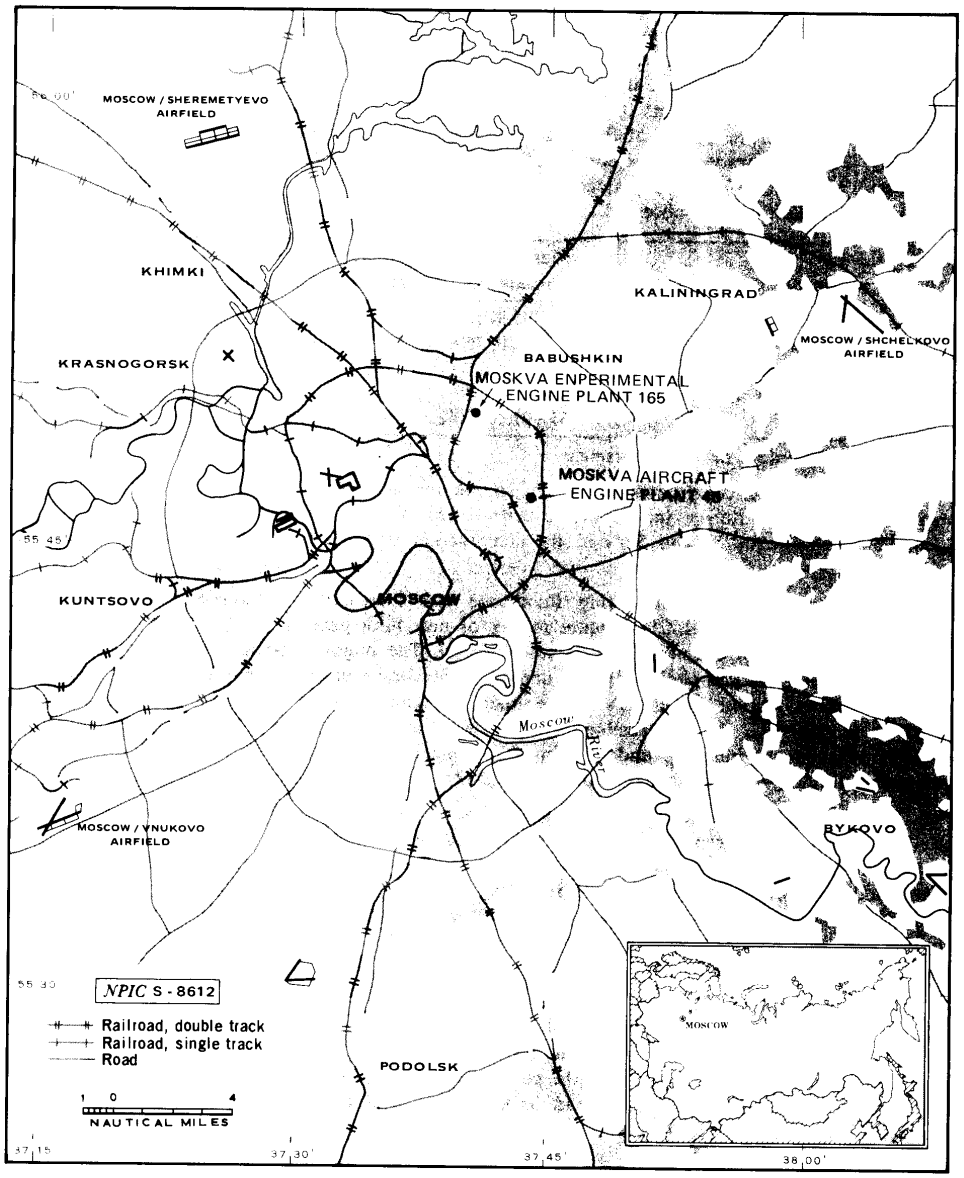

FIGURE 1. LOCATION OF MOSKVA EXPERIMENTAL ENGINE PLANT 165, USSR

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INTRODUCTION

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4. (TSRU) Plant 165 is the location of the A.M. Lyulka Design Bureau (OKB),[1,2] which has been responsible for the design and development of a long line of turbojet engines used in several Soviet fighter aircraft.

5. (TSRU) Plant 165, which is subordinate to the USSR Aviation Industry, is also closely associated with Moskva Aircraft Engine Plant 45, which is reportedly functionally subordinate to the Lyulka OKB.[2] Aircraft engines from other design bureaus are also produced at Plant 45, which is 3 nautical miles north-northwest of Plant 165. 25X1

BASIC DESCRIPTION

Construction Activity

6. (TSR) A total of 15 construction projects—including new buildings, cooling towers, building additions, and the razing of a building and a portion of two others—was completed between 25X1
Figure 2 illustrates the construction observed at the plant since 25X1
The inset table on Figure 2 presents the mensural information for the items annotated. The following table provides a comparative breakdown of floorspace at Plant 165 by function as observed in March 1972 and August 1979. For the purpose of this comparison the original floorspace figures from the previous report[1] were adjusted to conform with the categories presented in the table. No additional construction was in progress when the plant was last observed.

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7. (TSR) With the construction only a 2 percent increase in production floorspace was achieved during this reporting period. This was accomplished through the construction of two shop buildings (items 50 and 54) and the construction of a small addition to another shop building (item 12b). 25X1

8. (TSR) Administration/engineering floorspace was increased substantially during this reporting period. With the addition of new floorspace since a 21 percent increase in administration/engineering area was achieved. The major construction projects contributing to this increase include the completion of two administration/engineering sections (items 11d and e) and an engineering/support section (item 11f) of the main fabrication building, which was under construction prior the construction of an administration/engineering building (item 58) adjacent to the vehicle maintenance building, and an administration/engineering addition (item 36c) and an engineering/support addition (item 36d) to the shop/compressor building. 25X1 25X1

9. (TSR) A total of storage/support/test floorspace has been constructed . However, because of the razing of storage/support/test floorspace, there was an actual decrease of New storage/support buildings and additions constructed during this reporting period include items 3b, 7a and b, 29b, 30b, 51, 52, 56, and 57. In addition, a support building (item 24) was enlarged. Razed buildings included a warehouse (item 18), a portion of the engine test building (item 4b), and a section of the vehicle maintenance building (items 58a and b) which was razed to accommodate the construction of a new administration/engineering building. 25X1 25X1 25X1

10. (TSR) Additional construction includes two probable cooling towers (items 53 and 55) and an unfinished corridor connecting the new administration/engineering building (item 58) to a support building/warehouse (item 7a). Construction of the corridor when both walls were in place. No further construction had been accomplished on the corridor when the plant was last 25X1 25X1

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REFERENCES

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CHARTS

DMAAC. USATC, Series 200, Sheet 0167-5, scale 1:200,000 (UNCLASSIFIED)

DOCUMENTS

1. NPIC, RCA-09/0059/72, *Moskva Experimental Engine Plant 165*, Jun 72 (TOP SECRET R) 25X1
2. CIA, FIIR *Organization and Jet Engine Design at Experimental Aviation Plant Number 165*, 2 25X1
   Dec 78 (CONFIDENTIAL) 25X1
3. USAF/FTD *Moskva Experimental Engine Plant 165 (U)*, 7 Sep 78 (TOP SECRET R) 25X1
4. Jane's All the Worlds Aircraft, 78–79 ed (UNCLASSIFIED)
5. AFSSD FTD/SDO. FTD Weekly Aerospace Systems Report, SI/TK Supplement No 43-43T-79, Section II - Aerodynamic Systems, *A.-New FITTER Variant (C)*, 28 Oct 79 (TOP SECRET R)

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REQUIREMENT

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